

Amendments to the Claims

Following is a complete listing of the claims pending in the Application, as amended:

1. (Original) A compressible linkage suspension system for a rear axle of a bicycle rear wheel comprising controlled axle path, said path allowing for a range of anti-squat curves, and said anti-squat curves beginning within a range of 50 percent of a theoretical 100 percent value, transitioning towards a lower range of anti-squat curves at a higher end of said path.
2. (New) The linkage suspension system according to claim 1, further comprising a frame member which supports a bicycle seat and a spring damper unit supported by said frame member.
3. (New) The linkage suspension system according to claim 2, further comprising a support bracket to facilitate the support of the damper unit by the frame member and an interconnection that facilitates a multitude of pivotal traverses.
4. (New) A compressible linkage suspension system for a bicycle rear wheel comprising means for achieving an anti-squat response.
5. (New) The linkage suspension system according to claim 4, wherein said anti-squat response is higher in the beginning of the suspension travel and lesser thereafter.
6. (New) A compressible linkage suspension system for a bicycle rear wheel comprising means for easing of suspension reaction to bumps.
7. (New) The linkage suspension system according to claim 6, wherein said means comprise interconnections that enable a multitude of pivotal traverses.

8. (New) The linkage suspension system according to claim 7, wherein said means are placed to minimize the effect of braking force on rear wheel movement.

9. (New) A compressible linkage suspension system for a bicycle rear wheel comprising a spring damper unit, a frame member which supports a bicycle seat and which further supports said spring damper unit, and a pair of triangular brackets supporting said spring damper unit, wherein said spring damper unit partakes in pivotal traverses to achieve an anti-squat response.

10. (New) The linkage suspension system according to claim 9, wherein said anti-squat response is higher in the beginning of the suspension travel and lesser thereafter.